

2ND COMMUNITY WORKSHOP

On January 19, 2000 Manoa residents reassembled at the District Park facility to review the conceptual designs the traffic calming team produced. Community members recognized many of the designs the team presented as professional renderings of their own earlier ideas. The residents were pleased to see the team developed concepts for all the areas they felt were of great importance. Manoa residents agreed early in the evening that the treatments that were proposed and the method in which they might be applied was appropriate for the neighborhood. The group reached consensus by agreeing to move forward with the process and the proposed designs.

The team developed seventeen different conceptual designs for seventeen different locations in Manoa. These conceptual drawings covered every location the residents mentioned might be a problem at the initial charrette. (See Appendix A) Some of the designs the team produced were clearly more expensive and not necessarily the top priority for immediate action. Residents prioritized seven different locations that should move forward into the next phase of detailed engineering. The residents suggested that the other conceptual designs be included in the report for future development.

The residents had several good comments about the designs and questions for the traffic calming team:

Q: Can bike lanes be incorporated on Woodlawn?

A: This was an excellent question by the neighbors. Bike lanes are very appropriate for Woodlawn Drive. The street is overly wide with a good deal of bicycle traffic. The designs do not incorporate bike lanes in an effort to

preserve the parking on either side of the road, which is appropriate for a commercial district. It would be possible to remove the median that has been proposed on Woodlawn and feasibly have four and a half foot bike lanes (this size lane does not meet bike lane standards). However, it is believed that the traffic calming features will slow traffic to a speed that bicyclists are comfortable riding with.

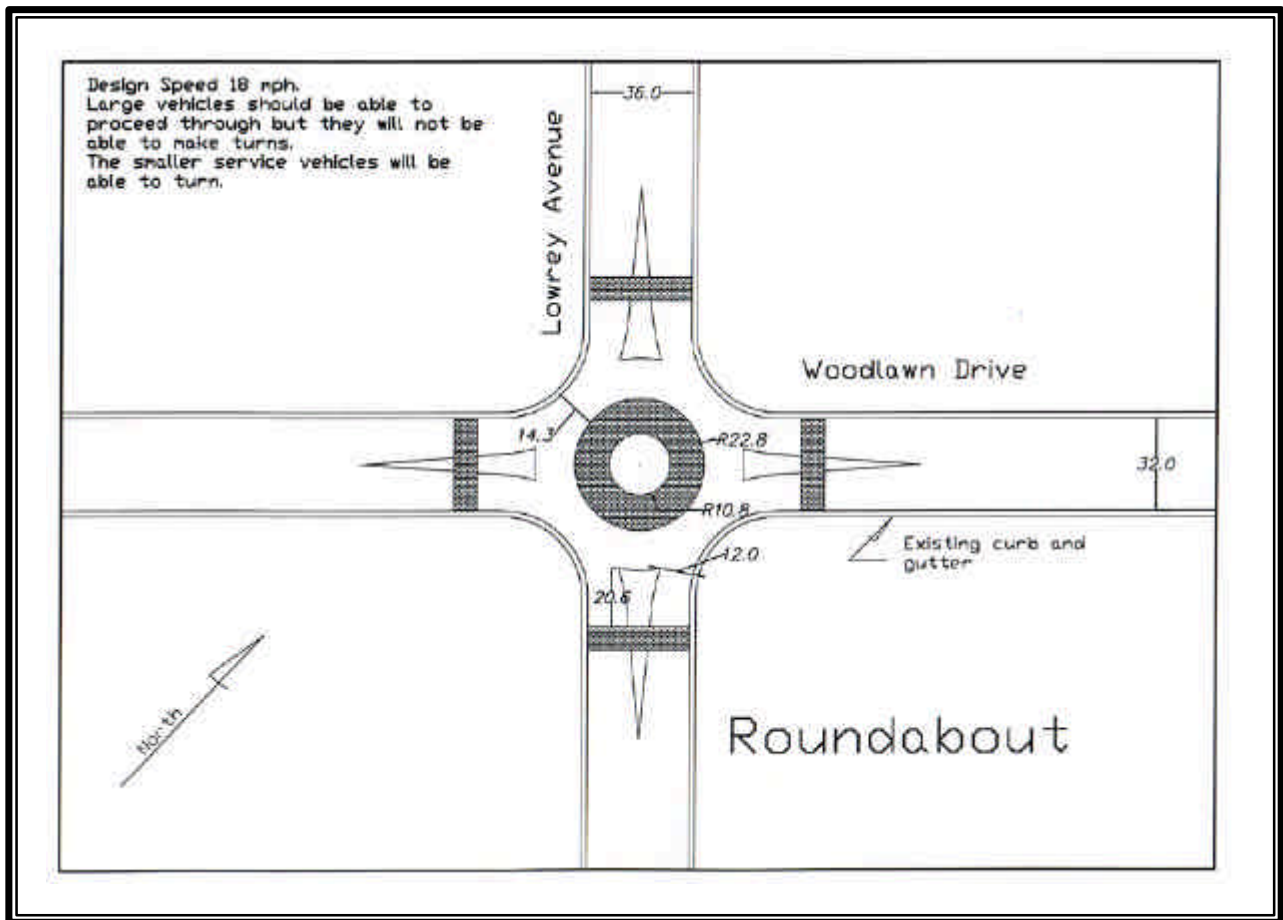
Q: Can anything be done for Woodlawn Drive and Lowrey Avenue while we are waiting for the roundabout? Specifically the neighborhood would like to see international crosswalks, new bright yellow pedestrian signs, and the no parking zone on the mauka/Ewa side of Lowrey be extended.

A: It seems that cars park too close to the intersection severely limiting sight distance. In addition, there is currently no treatment at this intersection to slow traffic. The traffic calming team recommends that the above suggestions are appropriate interim measures.

Q: Can we select the treatments that are most immediately needed and then work for the other designs at a later time?

A: Yes. Generally it is recommended that the first traffic calming devices be installed either at a school or community facility where there is significant pedestrian and vehicular traffic. Then it is appropriate to work out from this location in concentric circles of treatments.

Manoa currently has several intersections with no treatments. Residents and the traffic calming team agreed that the busy roadways near Noelani and Manoa Elementary Schools, the Manoa Marketplace, and Woodlawn and Lowrey intersection are the best locations for the first devices to be installed.

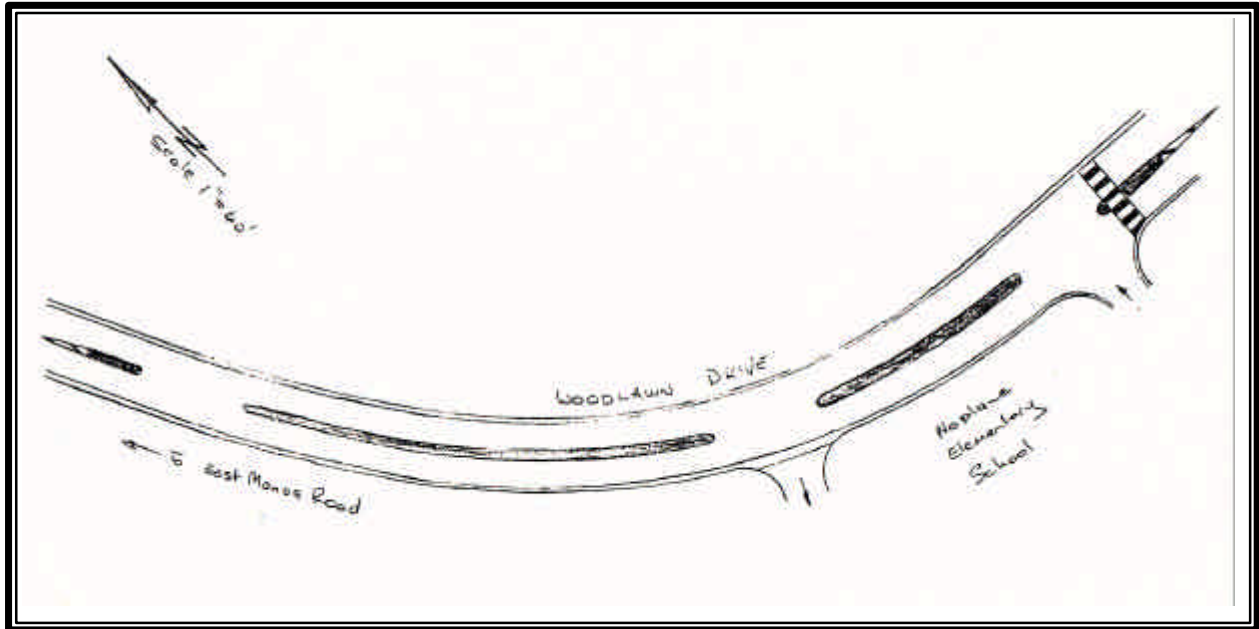


The intersection of Woodlawn Drive and Lowrey Avenue, was, without a doubt, the top priority of residents at the meeting. Currently this intersection is excessively wide and has no signal. Stop signs are located on Lowrey. Sight distances are limited as parking is permitted on Lowrey up to 3 yards from the intersection. Because of the width of the intersection and roadway, motorists approach on Woodlawn Drive at speeds exceeding 30 to 40 miles per hour. Pedestrians have a difficult time crossing the street from every direction.

The traffic calming team is recommending that this intersection be treated with a roundabout.

The center of the roundabout will signal a change in road patterns and provide a horizontal deflection that traffic will circulate around. This serves to slow traffic by both forcing the motorist to be physically deflected around the object and by visually making the road appear to terminate upon approach. In addition the roundabout will serve pedestrians with four well-marked crosswalks and four splitter islands to be used as pedestrian refuge points. This allows pedestrians to cross only one lane of traffic coming from one direction at a time. The splitter island also prevent vehicles from taking the turn too wide.



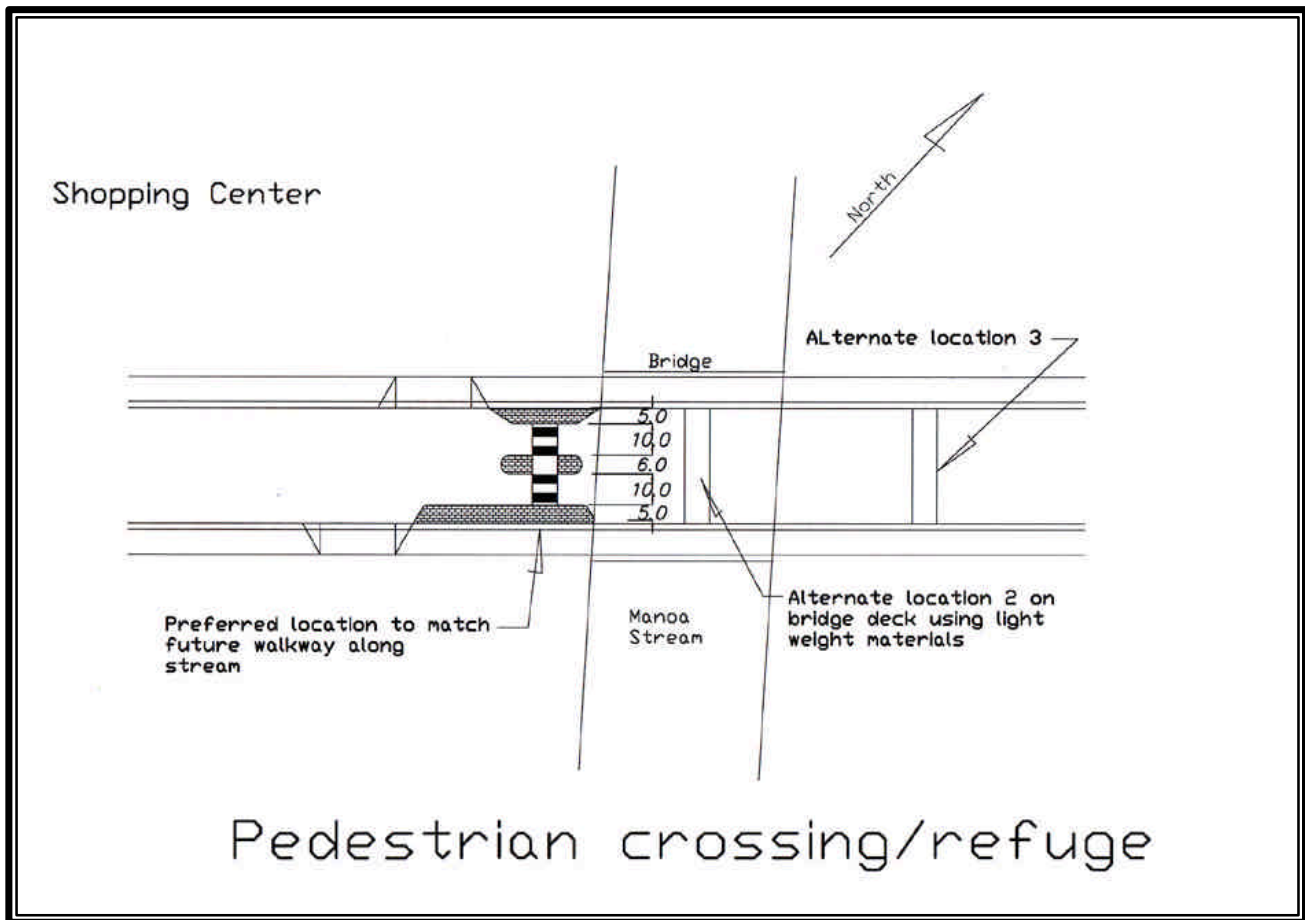


The curve in Woodlawn Avenue in front of Noelani Elementary School has been a problem for Manoa residents. Motorists take this curve at speeds that exceed the 25 mph speed limit. The wide roadway at the curve coupled with the topographical slope of the intersection encourages motorists to sling-shot through the curve. It is clear that motorists are not obeying the traffic markings by the centerline worn away at the curve. Because the location is the site of an elementary school there is a great deal of foot traffic in the area. Many children need to cross Woodlawn Avenue at the mauka side of the school entrance.

The traffic calming team recommends that a median island be installed the length of the curve. This will prevent motorists from crossing the centerline while slowing speeds by reducing the lane widths. In addition, the median island at the crosswalk will provide a pedestrian refuge for children crossing Woodlawn Avenue to get to school. This will make it much easier and safer for children to cross.

The median should be six feet wide. There should be breaks in the median where there are driveway entrances to the school and other driveways and access entries, with turning radius calculated for school bus movement at appropriate speeds.



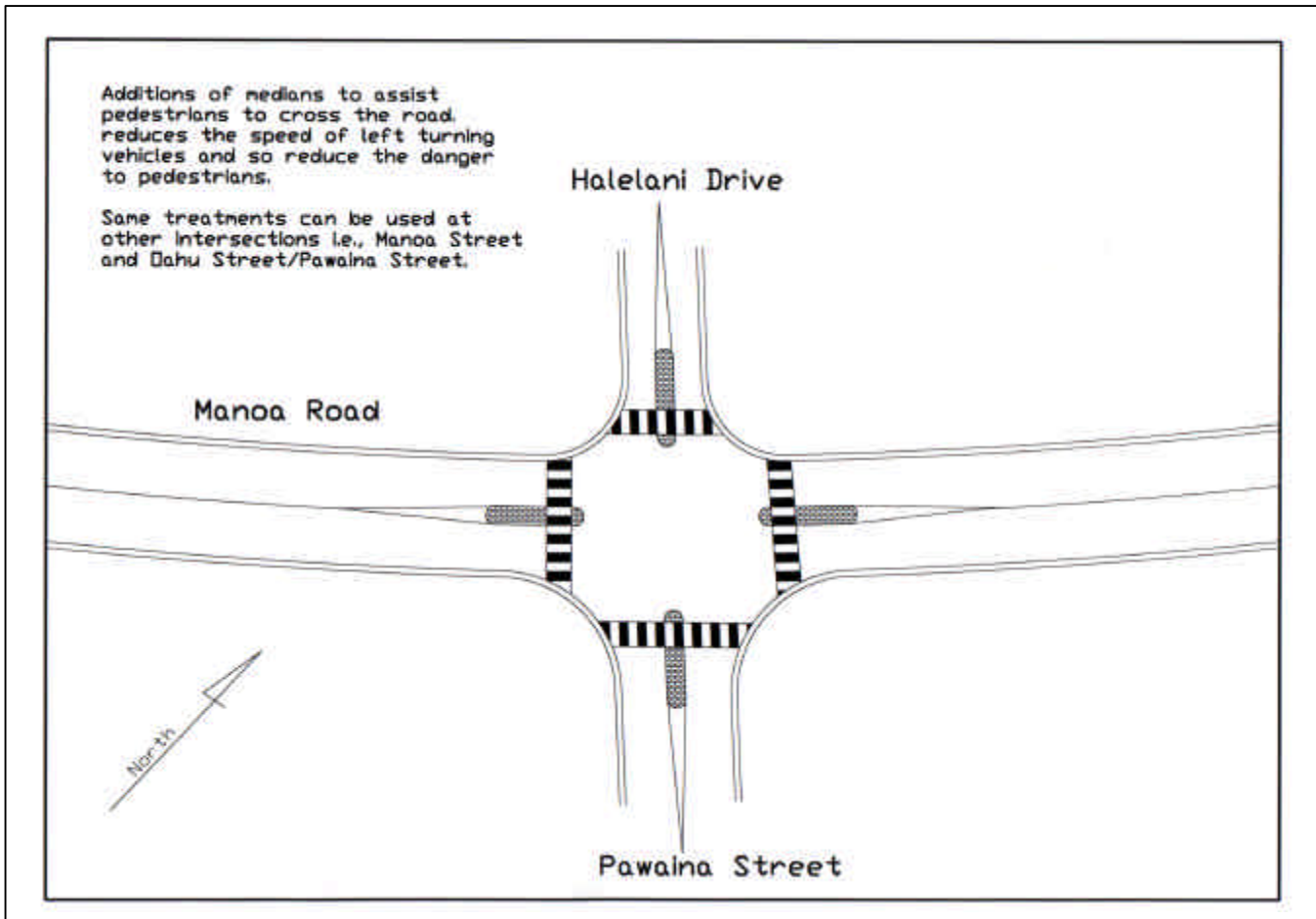


Manoa Marketplace is the largest traffic generator in the Valley. Pedestrians, bicyclists and motorists all frequent the busy commercial center. The pedestrian crosswalks are not well marked and through traffic on both Woodlawn Drive and East Manoa Road speeds past the entrance making it difficult for pedestrians to cross, vehicles to turn left into the shopping center and for bicyclists and motorists to exit the shopping center.

A new crosswalk with bulbouts and a median strip on the Woodlawn location would slow the speed of through traffic and make it easier for pedestrians to cross. The design above is intended for the Woodlawn entrance to the shopping center.

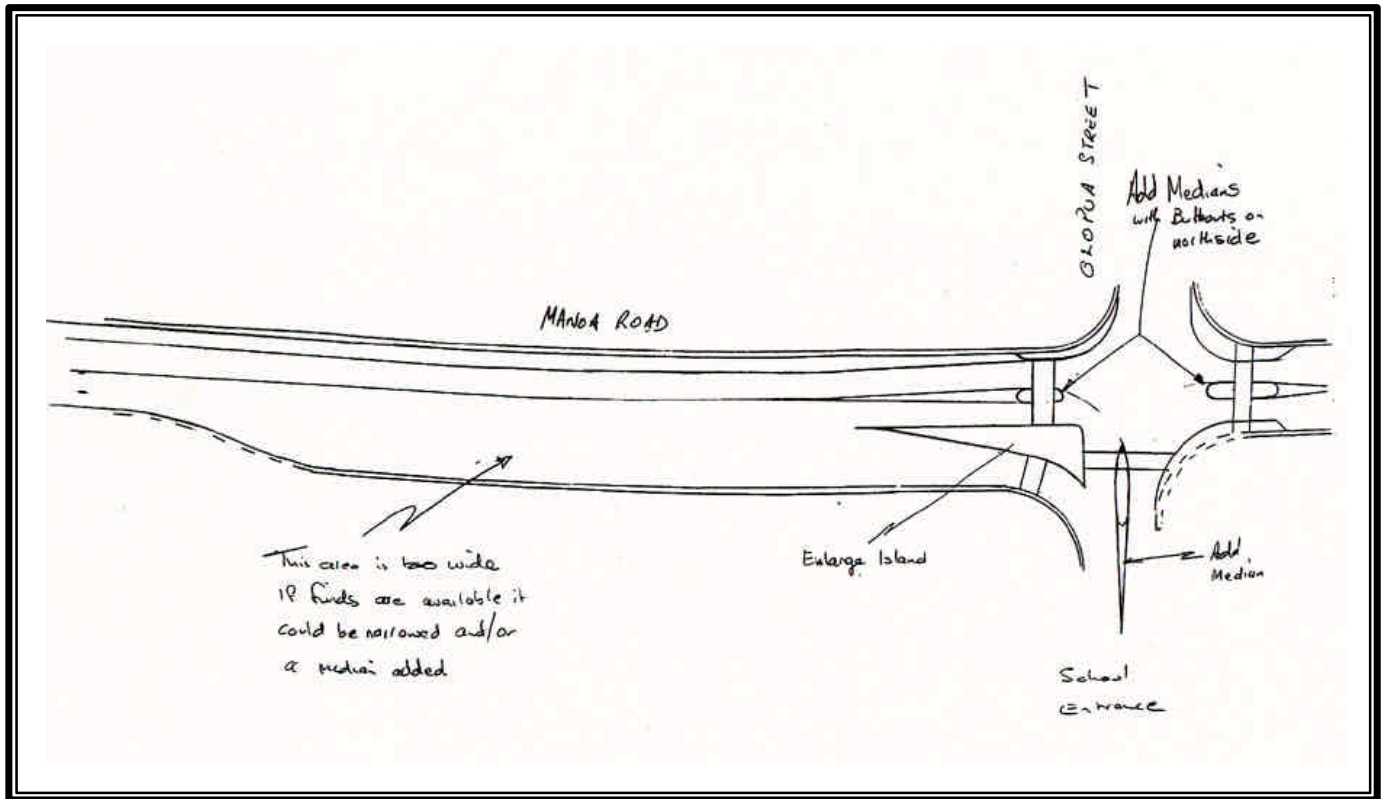
The bulbouts should extend 5 feet from the curb on Woodlawn. The center median should be six feet in width. This would leave room for lanes of 10 feet wide. It is estimated that coupled with adjacent devices this will slow traffic to between 18 and 25 miles per hour at this location. The crosswalk location is intended to align with the future development of a stream trail.





The intersection of Halelani and Manoa Road is the first intersection mauka of Olopuia Street. Many children cross this location to get to school or the park. The intersection is overly wide. The steep slope of Halelani Drive and Pawaina Street adds to the complexity of the juncture.

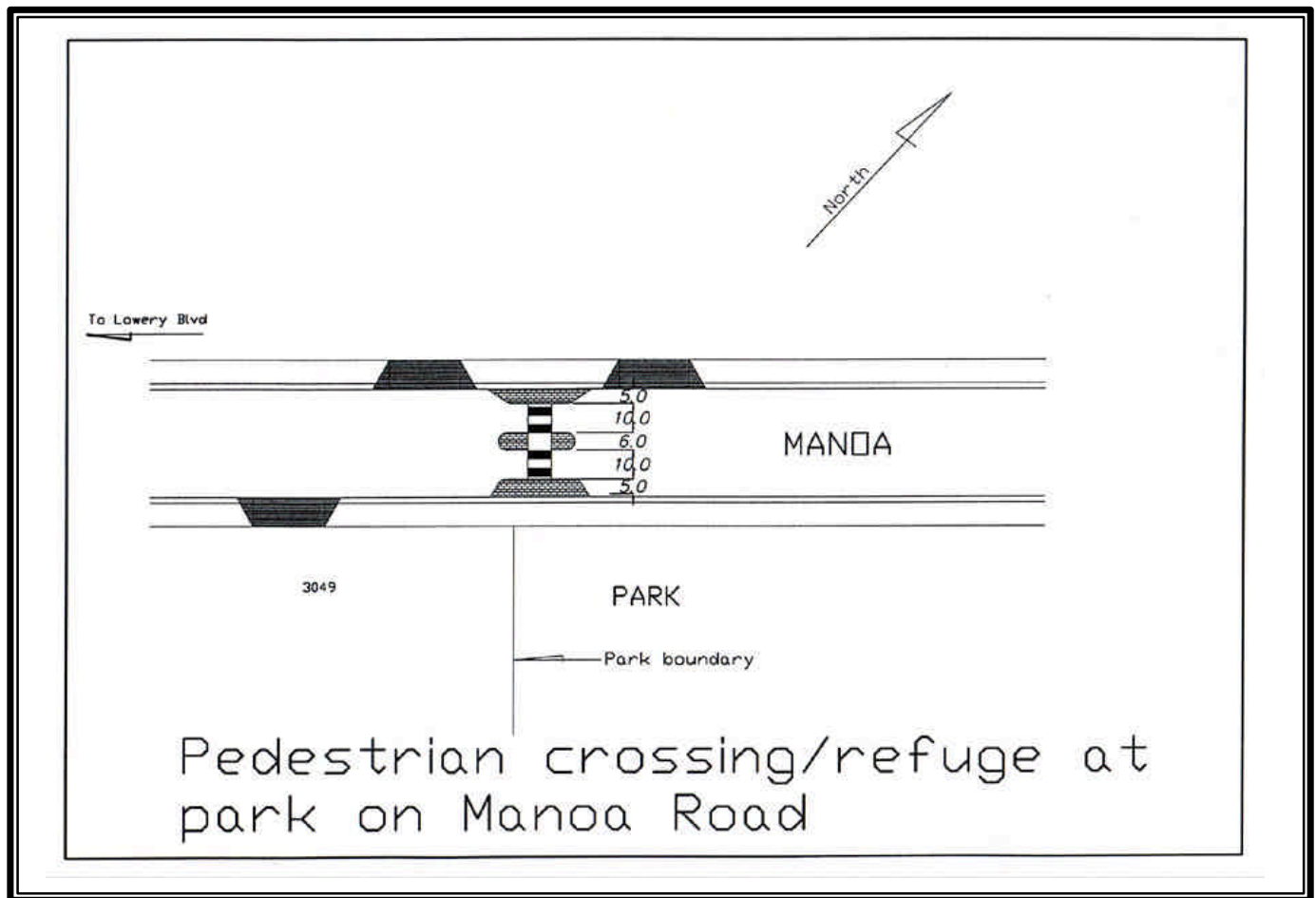
To aid in pedestrian crossing and slow the speed of traffic on Manoa Road, it is recommended that medians be installed at each leg of the intersection. This location does not warrant any other treatments making this a low cost project and effectively continuing the calming on Manoa Road. The sequential pattern of three devices along Manoa will work together to calm this portion of the road, making it safer for motorists and the numerous pedestrians that utilize this corridor.



The intersection of Olopa Street and Manoa Road was recently redesigned. However there seem to be several problems that still deserve attention. The intersection is unnecessarily wide. This is compounded by the long, wide bus bay on the Ewa/makai side of Manoa Road. Two paved lanes act as a bus bay and a right turn lane. The bus lane makes sense for buses to be able to pick-up and drop off children during the school day at the Manoa Elementary School. However, the right turn lane adjacent to the bus bay is problematic. First, it increases the size of the intersection, thereby requiring additional crossing time for children and other pedestrians. Secondly, it develops three lanes headed in the same direction on a residential street. This is inappropriate for the location. Finally the right turn lane is unnecessary. Cars that want to turn right to enter an elementary school should not be able to sling-shot around the corner at higher speeds, particularly when buses and children are present.

The situation can be remedied by adding medians on both of the Manoa Road legs of the intersection, reducing the bus bay and right turn lane, and adding bulbouts to each corner of the intersection. This will narrow the intersection quite a bit and provide refuge islands for pedestrians to use when crossing the street at the intersection. If the right turn lane is left as is, it is recommended that a median be added on Olopa Street on the Diamond Head side of the intersection. This will also aid pedestrians in crossing and cause cars to take the intersection at slower speeds.





The final recommendation Manoa residents suggested for the first round of traffic calming device installations was a crosswalk at the District Park on Manoa Road. Manoa Road mauka of Lowrey Avenue is quite wide and fairly level. This encourages motorists to speed through this part of the valley. Because Manoa Elementary School, the Manoa Recreational Center, and Manoa Valley District Park are all located in this area, there are numerous pedestrians and bikers at all times of the day. Many of these pedestrians and bicyclists are children.

Residents at the charrette felt it would be appropriate to place an internationally marked crosswalk on Manoa to serve the school and park facilities. The traffic calming team took that suggestion a step further and included bulbouts and a median island at the crosswalk in order to slow motorists, alert them that this is a pedestrian area, and make crossing Manoa Road easier and safer.



SUMMARY

The purpose of this process is to identify problems and issues, come up with workable solutions, and-- most importantly -- develop a sense of ownership and commitment by residents to solve the problems that affect their safety, property values and quality of life. Traffic calming is a citizen's hands-on program, working with government officials. Their input is essential to success.

Next Steps

The process used to date has led to consensus building, workable solutions, and an effective partnership between government and neighborhood residents. These next steps are recommended, to assure that issues are properly addressed, costs minimized, and results will have their maximum effect. If ownership of the problems is still weak or lacking, don't give up. These steps are vital.

1) Form a neighborhood Transportation Task Team. This can be an independent group, which advises the neighborhood board or part of their committee structure. The team should consist of 6-12 members who will pledge to meet on a monthly basis to help refine the plan and work through implementation strategies with city staff.

2) Since landscaping and historic construction are an essential part of Manoa's character, final design details should be worked out in consultation with input from Malama O Manoa

and the Neighborhood Board. For instance, limited use of native rock walls may be appropriate for the center island of roundabouts. A neighborhood maintenance agreement should be negotiated with Malama O Manoa or Community Garden members to ensure proper care of any plantings.

3) The neighborhood association or the transportation task team can also survey residents (door to door) to share copies of this report, and to gain added insight, suggestions and support.

4) To see visible changes immediately, residents should begin by being more cautious with their own driving through the neighborhood. Because of the topographical constraints, most trips begin and end in the Valley.

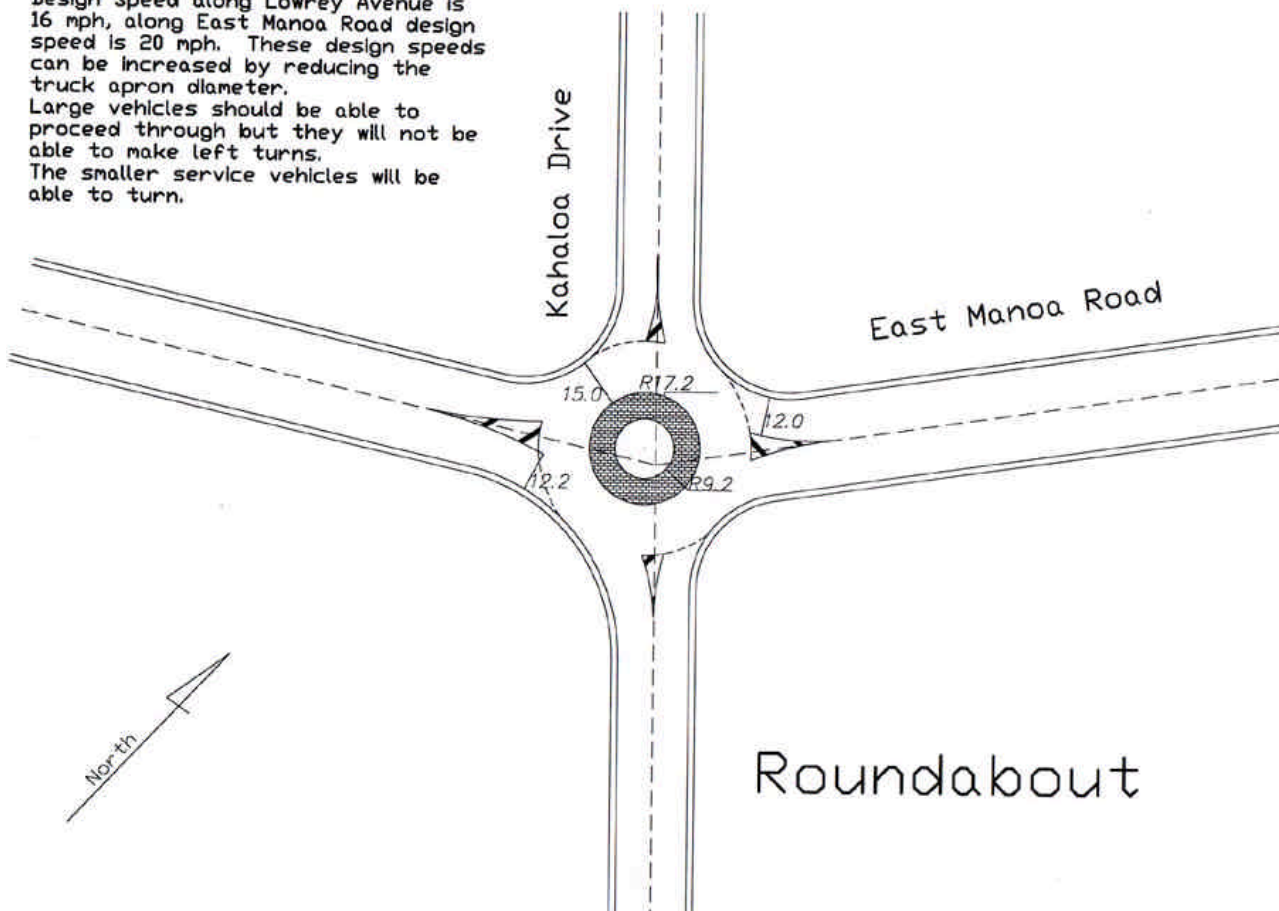
5) Collect any further data that is needed. The design team will collect additional data, but citizens can help, if they choose, using the forms in the "Citizens Guide to Traffic Calming."

6) The most important next step is to be sure to attend any future meetings about traffic calming in Manoa. Now that residents have been given information about traffic calming and have a good idea what to look for in determining a solution for problem areas, residents can continue working to prioritize future efforts.



Appendix A: Manoa Conceptual Designs

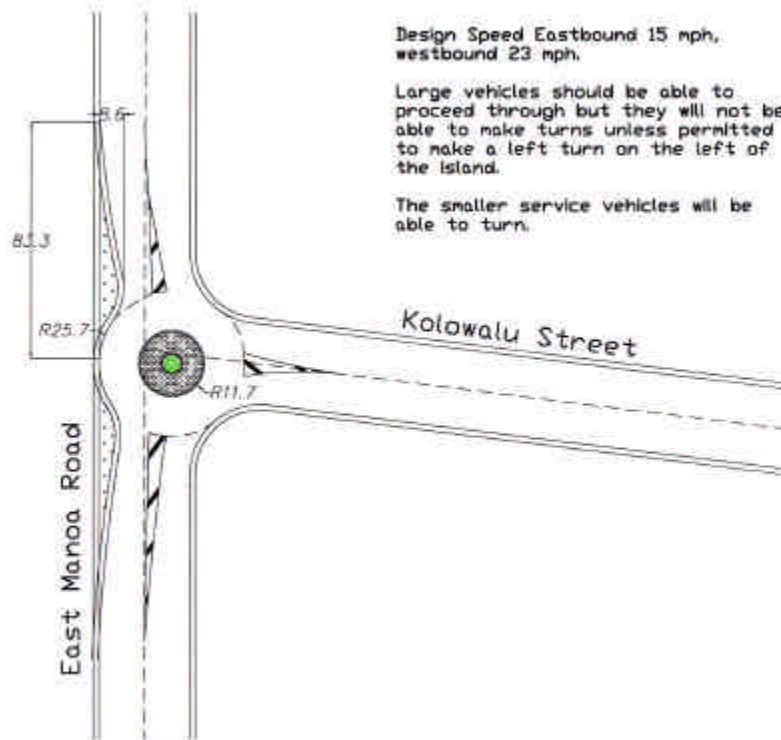
Design Speed along Lowrey Avenue is 16 mph, along East Manoa Road design speed is 20 mph. These design speeds can be increased by reducing the truck apron diameter. Large vehicles should be able to proceed through but they will not be able to make left turns. The smaller service vehicles will be able to turn.

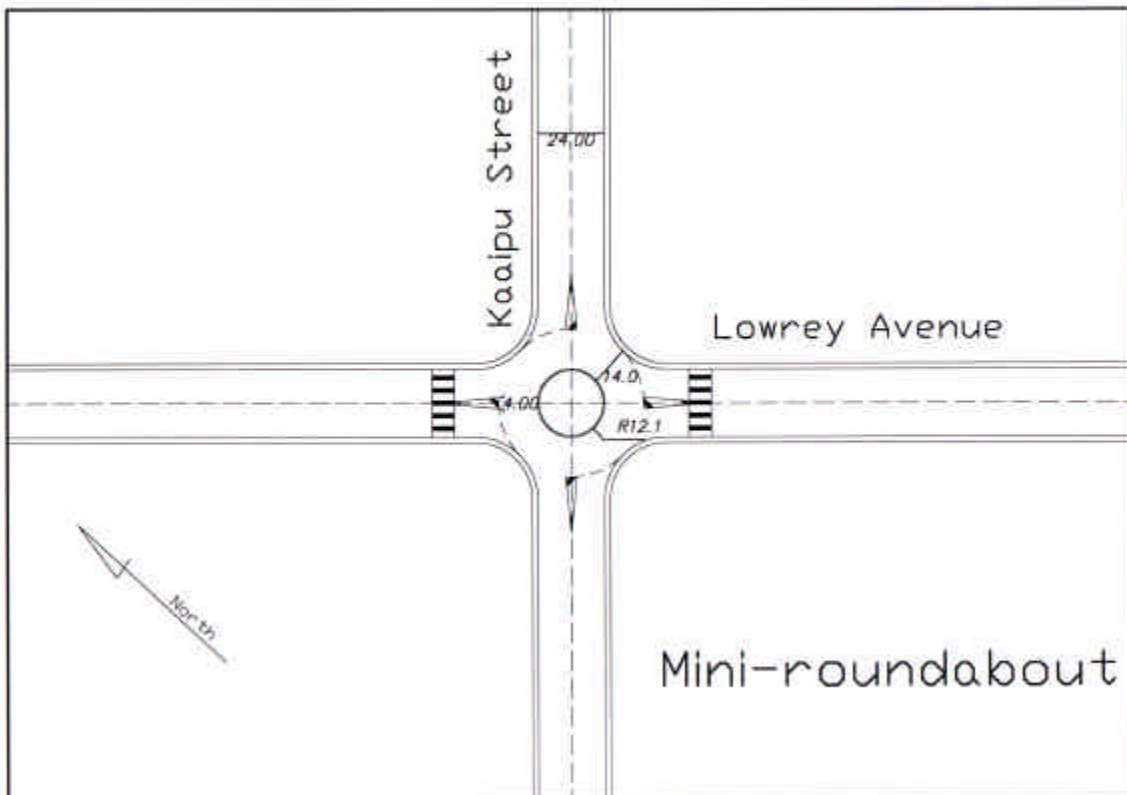
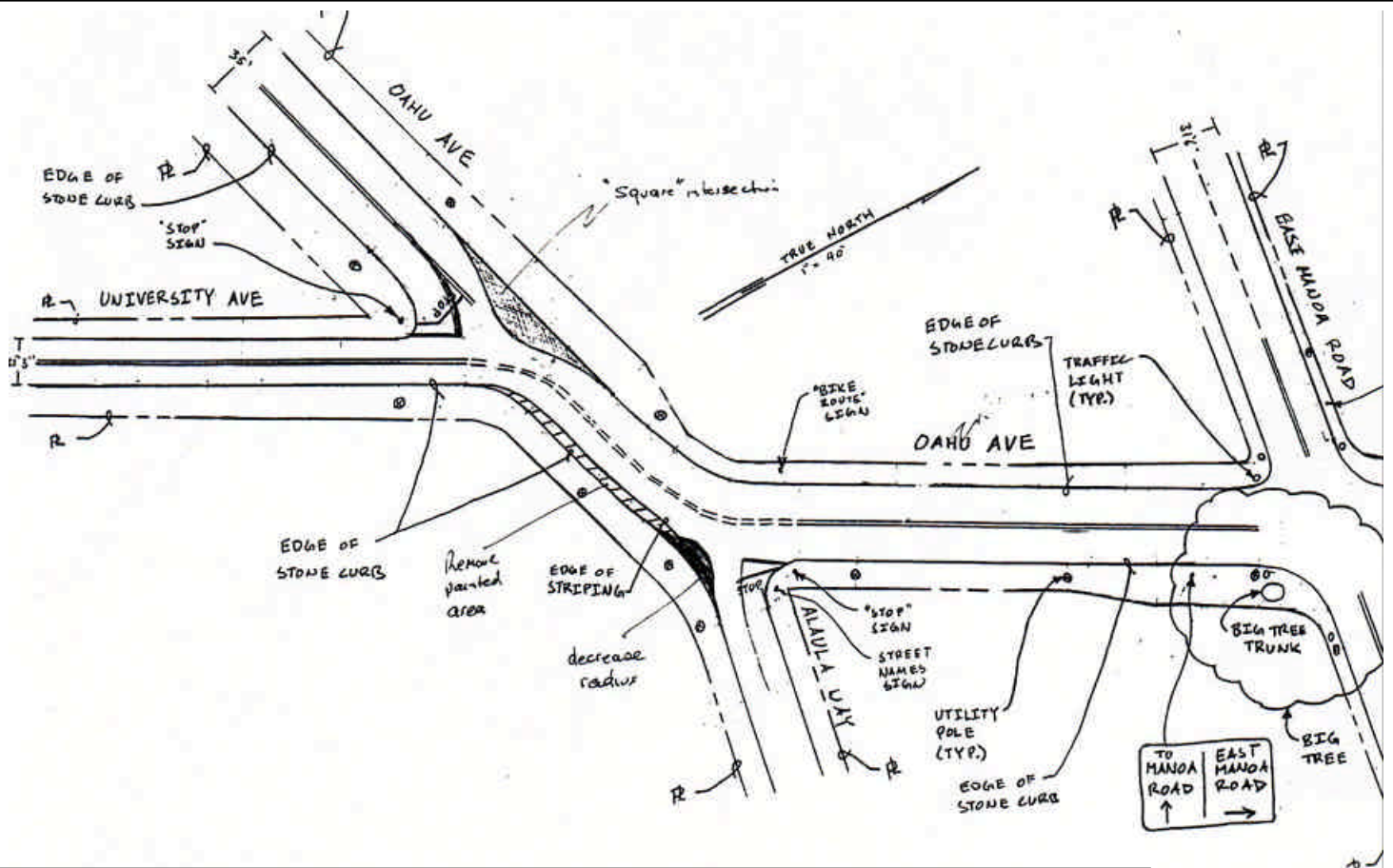


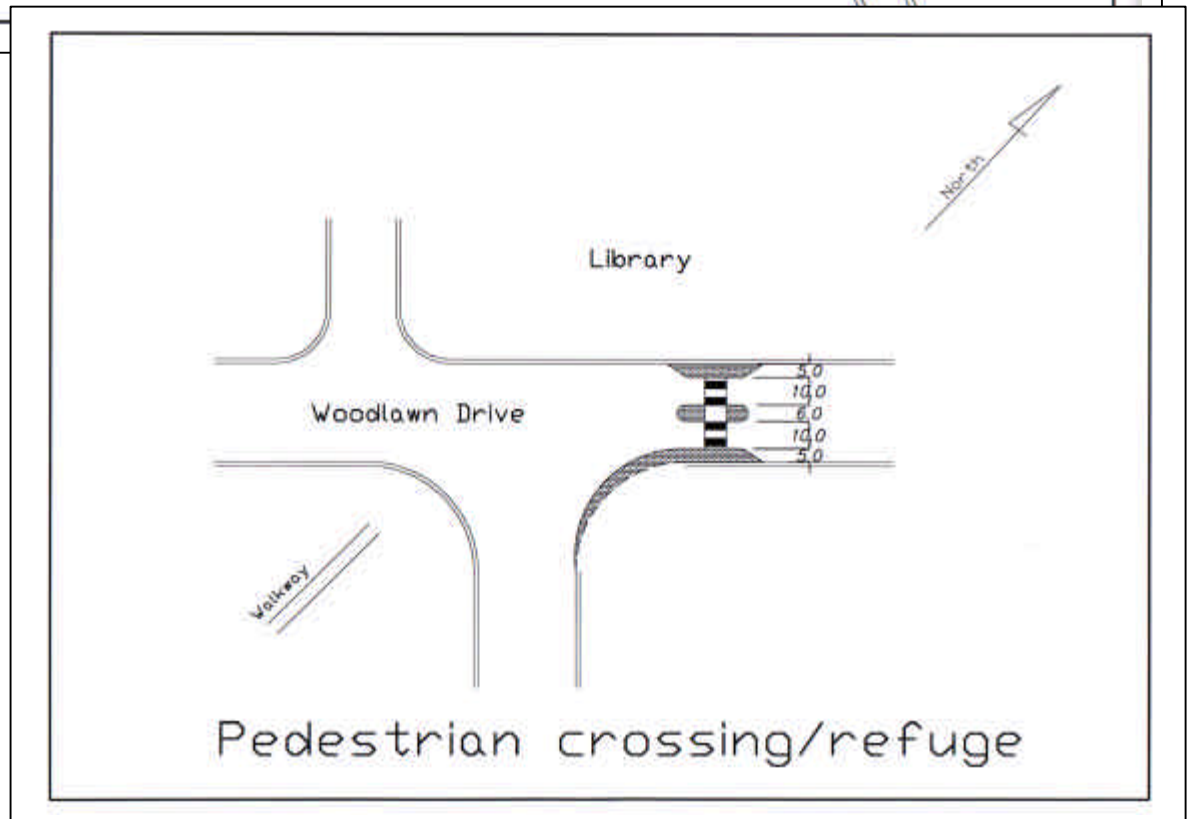
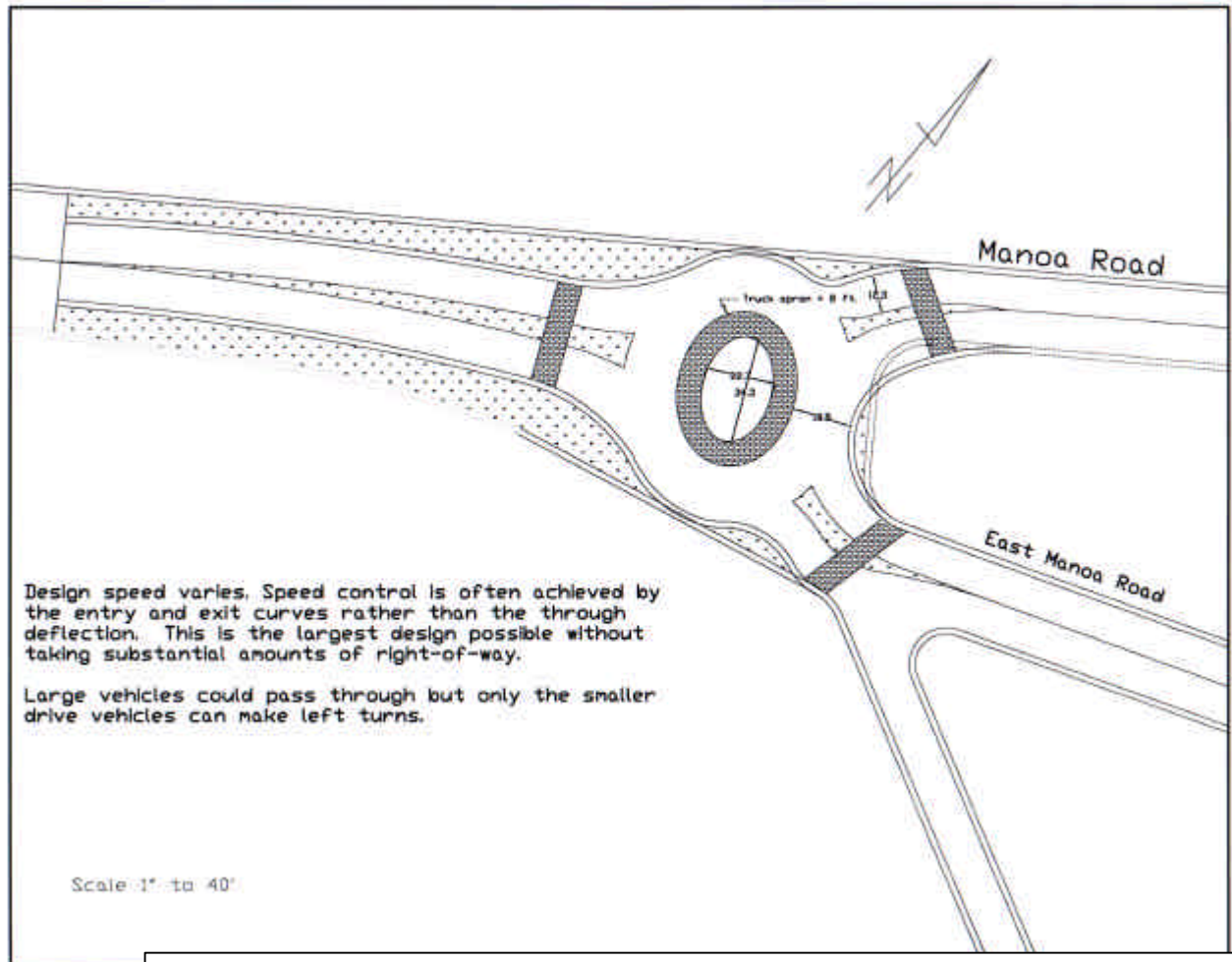
Design Speed Eastbound 15 mph, westbound 23 mph.

Large vehicles should be able to proceed through but they will not be able to make turns unless permitted to make a left turn on the left of the island.

The smaller service vehicles will be able to turn.







Design Speed varies between 15 to 21 mph.

This is a conceptual design that requires a full survey, confirmation the availability of right-of-way, design vehicle details and design refinement.

Large vehicles should be able to proceed through and make most turn movements.

